

Mails.

Intimations.

DISMISSAL OF A JAPANESE OFFICER.

ALLEGED TO BE ASSOCIATED WITH CHINESE REVOLUTIONISTS.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
SHANGHAI, NAGASAKI, HIIGO, AND YOKOHAMA	"PRINZ EITTEL FRIEDRICH"	THURSDAY, 6th May, 5 A.M.
MANILA, VAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"MANILA"	FRIDAY, 21st May, 10 A.M.
KUDAT and SANDAKAN	"BORNEO"	WEDNESDAY, 5th May, 9 A.M.
	Capt. E. Gathemann	Capt. F. Sembill

For further particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 5th May, 1909.

[5]

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA, POLYNESIA	Broc.	...to 10th May, P.M.	
MARSEILLES, VIA PORTS	TONKIN	Charbonnel	11th May, at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA, SYDNEY	X.	...	14th May, P.M.
MARSEILLES, VIA PORTS	OCEANIEN	Sellier	25th May, at 1 P.M.

Transhipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMP MORIN,

AGENT,

QUEEN'S BUILDINGS.

[9]

MESSACERIES CANTONAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI:

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.The speediest, most luxuriously appointed and princely steamers on the line!
Departure from Hongkong at 10 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamian.

For further particulars, please apply to the COMPANY'S OFFICE at Shamian, Canton, or to their Agents.

BARRETT & CO., Hongkong.

Hongkong, 9th October, 1909.

[4]

HONGKONG-MANILA-
ILOILO-CEBU.

Regular Steamship Service between Hongkong and above ports.

Steamship	Tonnage	Captain	For	Sailing Date
S.S. "RIGEL"	1,750	Slovert	MANILA	About 30th April, 1909.
S.S. "MANDAL"	1,917	Erickson	Do.	

For Freight or Passage, apply to

BARRETT & CO.,

Agents,

[10]

Hongkong, 1st April, 1909.

THE YOKOHAMA DOCK CO., LTD.

NO. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

NO. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Seiling Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Lieber, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1909.

[10]

TO LET.

TO LET.

ROOMS suitable for Offices in No. 10, ICE HOUSE STREET, in rear of David Sassoon & Co.'s premises.

"FAIR VIEW" NO. 1 Robinson Road, containing Six Rooms and Several Small Apartments and Large Outhouses.

Apply to—DAVID SASSOON & CO., LTD., Hongkong, 30th April, 1909.

TO LET.

SHOP and DWELLING HOUSE, No. 78, Queen's Road, Central.

Apply to—S. J. DAVID & CO., Prince's Buildings, Hongkong, 25th March, 1909.

TO LET.

NOS. 51, 53, & 55, WONG-NEI-CHUNG ROAD.

Apply to—HONGKONG & KOWLOON LAND & LOAN CO., LTD., No. 8, Queen's Road West, Hongkong, 9th March, 1909.

TO LET.

GODOWN No. 54, DUDDELL STREET.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, 1st April, 1909.

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

No. 3 CLIFTON GARDENS, CONDUIT ROAD.

A HOUSE in WONG-NEI-CHUNG ROAD, A HOUSE in RIPOF TERRACE.

OFFICES in YORK BUILDING, GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 165, DES VŒUX ROAD next to the Hongkong Hotel.

FLATS in MORETON TERRACE.

No. 10, DES VŒUX ROAD CENTRAL, 1st Floor.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, 19th April, 1909.

TO LET.

TWO AIRY ROOMS in a house on DELILLOS TERRACE, first floor.

Moderate Rental. For particulars, apply to—

"HOUSEHOLDER," C/o Hongkong Telegraph, Hongkong, 5th March, 1909.

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vœux Road Central (formerly occupied by Messrs. Shawan, Toms & Co.). Rents low.

Apply to—THE COMPRODORATE DEPARTMENT, E. D. Sasso & Co., Queen's Road Central, Hongkong, 24th February, 1909.

TO LET.

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & G. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.

Lee Yee HAIR DRESSING SALOON HAS ALWAYS ON HAND CIGARS, CIGARETTES AND TOILET REQUISITES FOR SALE.

14, D'AGUILAR STREET, HONGKONG.

4-5 May, 1909.

JUST LANDED:

The well-known and famous brandy

"Bisquit Dubouche & Co."

Per Bot.

XXX-Very Old Fine \$2.50

V.O.C.B. Guaranteed 20 Years

Old 5.50

ALSO

QUINQUINA ? QUINQUINA ?

DUBONNET ?

FRENCH STORE

Solo Agent, Hongkong, 30th April, 1909.

[12]

O. C. MOOSA,
1 & 3, D'AGUILAR STREET

NOVELTIES OF THE SEASON.

Trimmed and Untrimmed HATS, RIBBONS, FLOWERS, FEATHERS, &c., &c.

LACE SCARFS, MOTOR VEILS IN VARIOUS COLORS.

MOUSQUETEIRE GLOVES IN WHITE, BLACK & COLORS.

WOOLEN DELAINES, NUNSVEILINGS, VOILES, &c., &c.

LADIES' and CHILDREN'S UNDERCLOTHINGS.

Samples on application. Coast Port orders carefully executed.

Hongkong, 20th Septem. last, 1909.

[13]

F. BLACKHEAD & CO., SHIP-BHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG.

SOAP AND SODA MANUFACTURERS

Sole Agents for

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c.

and FERGUSON'S SPECIAL CREAM

and P. & G. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.

Lee Yee HAIR DRESSING SALOON HAS ALWAYS ON HAND CIGARS, CIGARETTES AND TOILET REQUISITES FOR SALE.

14, D'AGUILAR STREET, HONGKONG.

4-5 May, 1909.

NOTICE.

THE Manager of Kennedy's Stable begs to

inform the residents of Kowloon and

district that provided sufficient support be

forthcoming he will be prepared to ESTABLISH a SHOEING FORGE at Kowloon,

where Horses and Ponies can be shod by

experienced Shanghai farriers on stated days,

to be arranged later.

Inasmuch as expense will be incurred in

hiring suitable premises and in fitting up the

forge, the manager hopes that the scheme

will have general support.

Those desirous of availing themselves of the

above are requested to send in their names

and number of horses or ponies to the

under

Intimation.

**Wm.
Powell,
Esq.,**

ALEXANDRA

BUILDINGS.

Special Show

**MUSLIN
BLOUSES**

AND

**Ready Made
WASHING
DRESSES**

Ladies' and

**Children's
BATHING
COSTUMES**

**POWELL'S
ALEXANDRA
BUILDINGS,**

and

28, Queen's Road.

Hongkong, 28th April, 1909.

Auctions.**PUBLIC AUCTION.**

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

or

SATURDAY,

the 8th May, 1909, at 7.30 P.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street,

A LARGE ASSORTMENT OF JAPANESE CURIOS,

Comprising—

FINE HAND-PAINTED JAPANESE VASES, PLATES, OLD JAPANESE CLOCKS, BUDDAH, CARVED IVORY NETSUKE, MAKUDZU AND ARITA VASES, PLACQUES, TEA SETS, IVORY FIGURES, CARVED BRASS VASES, BOWLS AND TEMPLE LANTERNS, KIN-KOSAN SATSUMA VASES, PLATES, TORTOISE SHELL ORNAMENTS, FROG SKIN AND SILK-EMBROIDERED HAND DURSES, CARVED CHERRYWOOD DESKS, TABLES AND CHAIRS, &c., &c. Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 4th May, 1909. [383]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

or

SATURDAY,

the 8th May, 1909, at 5.30 P.M., at Kennedy's Causeway Bay Repository, The following well-known Race and Polo Ponies:

"MAVOURNEEN,"

"KILLALOC,"

"SHAUNABOO,"

AND

"MINNOW,"

Brown China Pony, Sub. Griffon of this Season.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 3rd May, 1909. [385]

For Sale.**FOR SALE.**

BEST AMERICAN SUGAR CORN SEEDS IN PACKETS,

at

10 Cents each.

Apply to—

GRACA & CO.,

No. 27, Des Vaux Road.

Hongkong, 23rd April, 1909. [359]

FOR SALE.

"ADLER"
TYPEWRITERS.

THE PERFECT VISIBLE.

The latest 1909 Model No. 7 with the latest improvement, the lightest touch, the strongest and the best ever produced.

Far superior than Remington, Oliver, Underwood and much cheaper.

We sell our Adler under our guaranteed terms.

A few lines will bring the Adler to your office free trial.

We sell various makes of second-hand Typewriters

AND

Rent-out by day or week.

REPAIR IS OUR SPECIALITY.

DRAGON CYCLE DEPOT,

33-36, Des Vaux Road, Central, Hongkong. [45]

GUNS

DIRECT from the manufacturers at lowest prices. 12 bore Double Breech-loading shot gun. Illustrated catalogue of all model shot guns, combination guns, sporting rifles, &c., post free. D. JAMES & REYNOLDS, George Street, Mincing Lane, E.C. 2, London, England.

The Earl of Derby, whose stag-hunting establishment was located in Surrey recently, was a great cocker. He seems to have

COCK FIGHTING

It would be interesting to know how far legal enactments have sufficed to check cock-fighting. In an American Journal, dated 25th February last, we read that the legal authorities of San Antonio, Texas, have ruled that this sport "is a species of gambling," and sheriffs and constables will take action to abolish it. San Antonio, as some people know who have travelled in that region of America, have been for a long period the recognised headquarters of the cockpit; the City Fathers likewise regarded with an eye more than indulgent the gaming houses, which flourished exceedingly and indeed brought San Antonio quite as many unregenerate visitors from staider cities as Monte Carlo attracts from the rest of Europe. As a cock-fighting city, however, San Antonio was best known for the good reason, that, while progressive and steel spurs had long made the sport illegal elsewhere in the Texan town it was carried on openly without disguise, let of bladness. It is true that a "wave of moral reform" swept over the place a few years ago and declared cock-fighting unlawful, but these waves are very apt to be as short-lived in their effects as they are violent at the moment of impact, and it does not appear that the San Antonio cockpits suffered much more than a very temporary eclipse.

We have referred to cock-fighting as illegal. In effect it is so, but the law of 1849 leaves it a very open question whether an action would lie against a group of men who should arrange a cock-fight in the open. It is unlawful, we understand, to frequent a home for the purpose of cock-fighting, and it was because the famous malu of April, 1865, took place in a house in the Haymarket that the participants, to the number of thirty-five, rendered themselves liable to the fines which were duly inflicted. And it is worth recalling that, though the proceedings were instituted at the instance of the R. S. P. C. A., the Presiding Magistrate pointed out that the Act (3 and 4 Vic.) did not recognise cruelty in the business at all; the offence was that of "using or frequenting" a house.—*The Asia.*

When the Pilgrim Fathers established themselves in the New World they took with them many things besides political grievances, and among them the love for cock-fighting, which has existed in the Anglo-Saxons from time immemorial and is by no means extinguished yet. An authority on the subject indeed has placed it in unblushing record that "cock-fighting is obsolete only in the sense that it is illegal" (wherein he is not strictly accurate) and in many parts of England it is not too much to say the misions of the law ask no more of cock-fighters than that they shall refrain from open advertisement of their proceedings. The simple fact of the matter is, cock-fighting is one of those institutions the law is wholly unable to suppress. A man can be fought in a stable yard, in a loose box, or for that matter in the drawing-room, in which last case it may be illegal. Did not James Wilson, Professor of Moral Philosophy in Edinburgh, otherwise known as Christopher North enjoy an occasional cock-fight in his drawing-room? And who shall disturb the sinner who seeks thus to circumvent the law under his own roof. Cock-fighting will die hard because it is a purely natural business, steel spurs omitted. The sport was forbidden in Burma a generation ago, but he were a bold man who should venture to affirm that legal prohibition made an end of it.

For one thing enforcement of such laws is in the hands of astute local officials and it needs a stronger sense of duty than native local officials—or any other for that matter—possess to interfere with a pastime which has been an institution since the world began, or at least since man first domesticated the jungle fowl; from which, we are told, all our poultry are derived. Let two cocks meet and the twin shall fight, lacking man's courage and encouragement; that is a natural law that neither statute law nor any other shall override. For this reason cock-fighting stands on a footing very distinct from the many other sports which an enlightened age has banned, as brutal and demoralising; and for this reason it will survive in defiance of legal enactment. We are somewhat inclined to think that cock-fighting came under the ban by reason of its association, on paper, with bull baiting and badger drawing with which it has as little in common as a bear bait has with the quail fight beloved of the native of this country.

We can hardly hope that an age which regards with gloomy disapproval the chase of the caged deer as a wanton cruelty, could be brought to see cock-fighting in its true perspective; the obvious plea that it is the nature of cock to fight carries no weight. The immorality of birds, by a curious process of reasoning, held to infect him who shall presume to look on at the deplorable proceeding; and if it be sinful for cocks to fight, it is manifestly the duty of good men to stop them and isolate the cocks; that these may mediate upon the error of their ways.

For our own part we confess to an ungenerous content that the sport should continue quietly to flourish in the age of flabbiness and shame. The truth is that only those who understand cocking are aware how little of cruelty there is about the business. A trained cock, says a modern authority, either with natural or steel spurs, strikes straight home and one clean blow generally suffices. Dispense with the steel spur and you really prolong the fight, a result to which neither cocks nor cockers greatly object, and has the additional advantage of pleasing the humanitarians. Among all the sports of the past none was so widely followed, so popular among every class, from crowned head to pickpocket, as cock-fighting. Rich men maintained their "feeders" and "setters" as racing men now employ trainers and jockeys. They inserted a clause in the lease granted to the farmer obliging him a willing party enough in nine hundred and ninety-nine cases out of a thousand, to "walk a cock," for the young birds of the black red, or the duck-wing kind were put out to walk as are bound puppies today. The race meetings were the occasions of the great cock-fights. These were often arranged between individual cockers, but it was very usual for county to challenge county to a main and these cockfights were naturally those which aroused the greatest interest. Thus during the Stamford Races Meeting of 1809, "a main of cocks was fought between the gentlemen of Middlesex (Fleming feeder) and the gentlemen of Lincolnshire and Leicestershire (Faulkner feeder) for 10s; a battle and scrope, the male, which consisted of 25 main and 15 eye battles." Again the Newmarket Races meeting of that year saw a main between the gentlemen of Cheshire and those of Staffordshire.

The Earl of Derby, whose stag-hunting establishment was located in Surrey recently, was a great cocker. He seems to have

been at least as much time to his gamecocks as ever he did to hunting and racing combined.

These organised cockfights, of course, represented only the "cram" of the sport. The system of putting out young birds to walk, gave everyone a personal interest in the game cock, and everyone kept at least a bird or two with which he fought those of his neighbour. There were numerous systems of training and dieting of cocks for battle, recommended by Tregonwell Frampton in 1607, was considered as good as any by experts. Famous "feeders" had their own methods which they kept scrupulously secret, but general principles were much the same from the "swallowings" to the practice battle with "some common dunghill cock," on whose person the game bird was encouraged to exercise, the spurs which were "puffed" (muffed) when he did a training bout with one of his own kind."

We have referred to cock-fighting as illegal.

Intimations.**THE TRADE MARKS ORDINANCE, 1898.****APPLICATION FOR REGISTRATION OF TRADE MARK.**

NOTICE is hereby given that Messrs. SANDER WIELER AND COMPANY, carrying on business at Victoria, in the Colony of Hongkong, and elsewhere as Merchants, have, on the 15th day of February, 1909, applied for the Registration, in Hongkong, in the Register of Trade Marks, of the following Trade Mark:—

The representation of two ducks on a river, of Chinese landscape with a Pagoda on both sides and of some mountains in the background;

in the name of Messrs. SANDER WIELER AND COMPANY, who claim to be the proprietors thereof.

The Trade Mark has been used by the Applicants since the month of June, 1908, in respect of the following goods:—

SILK PIECE GOODS, IN CLASS 31.

A Facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong, and also at the Office of the Undersigned.

Dated the 9th day of March, 1909.

JOHNSTON, STOKES & MASTER,

Solicitors for the Applicants,

8, Des Vaux Road Central, Hongkong. [236]

THE DRAPERY EMPORIUM,

7, Lyndhurst Terrace.

Intimations**WEISMANN, LIMITED.**

OUR BUSINESS has been REMOVED to No. 14, DES VEAUX ROAD CENTRAL (lately occupied by Madame Jay).

Hongkong, 29th April, 1909. [376]

INSURANCE MAN seeks Engagement. 28 years' experience with Leading Fire Companies. Open for Hongkong or China Coast ports. No objection to shipping or retail stores.

Apply—

"VICTOR,"
C/o Hongkong Telegraph,
Hongkong, 30th April, 1909. [382]

NOTICE

M. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training—European to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher.

Those who intend learning the Chinese language are requested to write care of Hongkong Telegraph office or direct to 37, Hollywood Road, and floor.

Hongkong, 27th February, 1909. [319]

PEAK TRAMWAYS COMPANY, LIMITED.**TIME TABLE.****WEEK DAYS.**

7.00 A.M. to 10.00 A.M. ... Every 10 minutes.
10.00 A.M. to 11.00 A.M. ... Every 15 minutes.
11.00 A.M. to 12.45 P.M. ... Every 15 minutes.
12.45 P.M. to 1.15 P.M. ... Every 10 minutes.
1.15 P.M. to 1.45 P.M. ... Every 15 minutes.
1.45 P.M. to 2.15 P.M. ... Every 10 minutes.
2.15 P.M. to 3.00 P.M. ... Every 15 minutes.
3.00 P.M. to 3.30 P.M. ... Every 15 minutes.
3.30 P.M. to 6.00 P.M. ... Every 10 minutes.
6.00 P.M. to 8.00 P.M. ... Every 10 minutes.

NIGHT CARS as on Week Days.

8.45 P.M. and 9.00 P.M. 0.45 P.M. to 11.15 P.M. ... Every half hour.

SUNDAY.

8.00 A.M. to 9.00 A.M. ... Every 15 minutes.
9.00 A.M. to 9.30 A.M. ... Every 30 minutes.
9.30 A.M. to 10.30 A.M. ... Every 15 minutes.
10.30 A.M. to 11.00 A.M. ... Every 10 minutes.
11.45 A.M. to 12.00 noon ... Every 15 minutes.
12.00 Noon to 1.00 P.M. ... Every 10 minutes.
1.00 P.M. to 2.00 P.M. ... Every 15 minutes.
2.00 P.M. to 3.00 P.M. ... Every 10 minutes.
3.00 P.M. to 4.00 P.M. ... Every 15 minutes.
4.00 P.M. to 5.00 P.M. ... Every 10 minutes.
5.00 P.M. to 6.00 P.M. ... Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAY, Extra cars at 2.15 P.M., 11.30 P.M. and 11.45 P.M.

SPECIAL CARS by arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vaux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers, Hongkong, 1st April, 1909. [383]

THERAPION MAY ALSO BE OBTAINED IN DRAGE (TASTLESS) FORM.

Entitiation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE
GOVERNOR AND HOUSEHOLD.Watson's
HYGIENOL,
AND
BUBONIC PLAGUE!

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It has now been proved that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A teaspoonful to a pint of water, or a teacupful to three gallons, makes a solution of the strength required for this purpose.

HYGIENOL IS A POWERFUL
DISINFECTANT AND
GERMICIDE

Price per Pint 50 cents
" " Gallon \$2.00

A. S. WATSON & CO.,
LIMITED,
HONGKONG DISPENSARY
AND
KOWLOON DISPENSARY.

Hongkong, 17th March, 1909.

NOTICE.
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES ON ADVANCE.

DAILY—18¢ per annum.

WEEKLY—\$1.15 per annum.

The rates per quarter and per annum, proportional Subscriptions for any period, less than one month will be charged as for a full month.

The daily paper is delivered free where the address is accessible to messenger. Peak subscribers can have their copies delivered at their residence without any extra charge. One copy sent by post as additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 80 cents per quarter.

Single Copy, Daily, ten cents. Weekly, twenty-five cents (for cash only).

DEATHS.

On April 29, 1909, at Shanghai NORMAN EWAN FORD, of Sydney, Australia, and of the I. M. Customs, Ningbo, aged 23 years.

On April 29, 1909, at Shanghai, Captain ALEXANDER WILSON, aged 60 years.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, MAY 5, 1909.

AGIN THE CHINESE GOVERNMENT.

What does this new move mean? "The Waiwu is negotiating with the British Minister for a modification of the law relating to the extradition of fugitive criminals between Canton and Hongkong." That is the bald telegram which we republished from the *Shing Po* yesterday. The Chinese Government is becoming so anxious for the safety of the people of Hongkong that it fears the inroads of desperadoes subject to China may cause a disturbance. Is that supposed to be the meaning, or is it that the extradition law of the Colony is so loosely framed that known, recognised and proved "criminals" run at large in this Colony because the British constitution protects political offenders? It is rather a large order for China at the present day to

suggest that she is in a position to dictate what international law shall prevail when her subjects are concerned in a criminal suit. Not for a moment can we be led to believe that the Imperial Government of China cares a single rap about the simple embezzler, the unsophisticated manslayer, or the plain and ordinary abettor of whatever it may be. In the case of these people a *prima facie* case is nearly always made out against them and consequently there is no trouble, or at least none worth troubling about. But when a political reformer makes a sojourn in the Colony and is held before the Magistrate on a complicated charge of armed robbery, and when that reformer is discharged for want of definite evidence, there must necessarily be misgivings in the minds of those who direct the helm of the Chinese craft. It is not so very long ago that a well-known agitator—peaceful or belligerent as you like—was dragged into court in Hongkong on various charges, all charges which were enumerated in the law of extradition, and the unfortunate man, who was simply guilty of having an abnormal mental capacity and enormous personal powers of inspiration and attraction, was kept in gaol for weeks. That man was a plain reformer, but a believer in educating the masses, so that they might understand their responsibilities and duties to the state and suppress nepotism, chicanery, and device. If that man, a humble and inconsequential individual in his way, a mere captain of the guard or perhaps a centurion, had been left to his own resources he would have unquestionably been handed over to the Chinese authorities at Canton. And the rest would need no telling. But bad as the reformers may be and wrong as their methods may appear, they still recognise the golden rule, and money was forthcoming to set up such a defense as to defeat the ends of reactionary tactics. One way or another the highest Court in the Colony discovered that the man was, in the words of the telegram, a "fugitive criminal." That is to say, a criminal inasmuch as he offended against the political party in power. The vigilant, versatile and, in the Pickwickian sense, caravansary Shun—who's light is temporarily obscured—was also a reformer, but he escaped contumely by reason of his high position. What about the poor, unfortunate village demagogue, unknown and without influence? Most of us, if a few of our friends were called in question, could easily be proved to be pirates, brigands, abductors, and way-thieves. That "small" man would soon find his proper station as an armed robber, a notorious character, if the powers that be arraigned against him, and his light would flicker and die without even the usual apotheosis. And we come again to this precious message that there should be a modification in the extradition law relating to the handing over of fugitive criminals. Is the law, which is apparently good enough as it stands for Europe, not good enough for China? Not pretending to be jurists or having the intimate knowledge of international law possessed by the Chief Justice of Hongkong, we do not venture into the angelic depths; but does it not occur to everybody that there is more in this remarkable suggestion about a modification of the extradition law than the intellect of the Westerner is quite capable of appreciating at a first glance? Of course it may be argued that by "modification" is meant "reduction"—or, in other words, the elimination from the law of certain offences which are generally understood to be extraditable. Possibly that is the true interpretation, possibly not. It has, however, been proved over and over again that the law as it stands is a good law, sound, sensible and encompassing, and any modification would tend to defeat the ends of justice as Britishers understand the word, or lead to the inauguration of an international Alsatia. For it must be remembered that any so-called modification would apply to those of British birth as well as to those "wanted" by the Chinese Government, because of their pro-Chinese advanced ideas. A second telegram on the same subject appeals to the Viceroy of Canton to avail himself of the British-Chinese understanding which is unknown of the multitude. And why the Portuguese Government, unless we are to see in this another subtle move in the game of astute diplomacy? It may be taken for granted that Sir John Jordan will not be beguiled by specious tomfoolery even to adorn with his nascent approval such a suggestion as that propounded by the Waiwu.

H.M.S. *Andromeda*, Capt. Gauot, arrived at Colombo on 15th ult., from Hongkong via Singapore, on her way to Portsmouth. She experienced fine weather from Hongkong to Colombo. The wind was blowing all the time in a south-easterly direction. Shortly after leaving Singapore, the *Andromeda* met a native vessel which had been out 100 days from some port in Burma, bound for Bombay. The *Andromeda* was signalled, and assistance was readily rendered to the native vessel. The crew of thirteen men were supplied with 50 lbs. of biscuits and 50 lbs. of beef and plenty of water.

AN OFFICIAL'S BLUNDER.

A sentence of six months' detention in the custody of the Namhoi magistrate has been passed on Chan Seng Ngam, of the Imperial Chinese Telegraph Administration, for committing an error in the translation of an official telegraphic message.

LOCAL AND GENERAL.

It is stated that a Customs station has been opened at Augus.

A SCHEME is said to be on foot to hold an industrial exhibition at Harbin.

WORK was begun on the 29th ultimo on the construction of the Wuchang-Yochou railway.

THE Spanish Minister in Peking has requested China to replace the *Chargé d'Affaires* in Spain by a Minister and the Waiwu is about to accede to the request.

As H.E. Lu Tsao-hsiang, Minister at The Hague, is on leave, the Waiwu intends to appoint H.E. Li Sheng-to, Minister in Belgium, to act in his stead in dealing with the compatriot Chinese registration question.

His Excellency the Governor and suite paid a visit to the Cosmopolitan Dock yesterday. The party then went over the Brewery and the Cement Concrete Block Works at Lai-chi-kok. Sir Frederick visited the Petroleum Works at Lai-chi-kok also.

TING Garden Fête organized by a number of leading citizens in aid of the Soldiers' and Sailors' Home and the Seamen's Institute will take place at the Botanic Gardens from 4 to 11 p.m. this evening. The numerous side-shows will doubtless prove attractive.

THE total amount of income from monopolies of the Formosan Government for the past fiscal year is Y. 9,616,770, a deficit of Y. 4,236,541 as against the estimate. The sum of Y. 1,468,048 still remaining uncollected, the actual deficit amounts to Y. 2,766,593.

SAI-YING-PUN market was the scene of a raid yesterday, where a motley crowd of hawkers had collected. On examination, they were found to be without licences. The offending ones were arraigned before Mr. Hazelton in the Police Court to-day, no average fine of \$5 or fourteen days being imposed in each case.

THREE tons of jam and ten ounces of tea mysteriously disappeared on the 3rd instant on board H.M.S. *Moorfoot* at Hunghom Dock. It was suspected that the articles had been illegally transferred to the cook and two mess-room boys belonging to the ship. The culprits were given six weeks' hard labour each.

CHUNG-PU, an unemployed ne'er-do-well, walked into a house the other night on the pretence of calling on a friend who wasn't there. The thief walked out with a silk long-coat worth \$10, and a silk jacket valued at \$5. The erring one, much to his surprise, was to-day awarded by Mr. Hazelton six weeks' hard labour and six hours' stock.

CANTON DAY BY DAY.

A DRAMATIC STEP.

[From Our Own Correspondent.]

Canton, 4th May.

Twenty-one opium-smoking establishments at Sha Tow, in the Namhoi district, have been suddenly sealed up without warning by order of the Namhoi magistrate and the keepers of the premises brought to Canton to be dealt with. They have now been sentenced to be exposed in the stocks for ten days.

CANTON-HANKOW RAILWAY'S AFFAIRS.

Mr. Yuan Tsung-Yung, in the employ of the Canton-Hankow Railway Company as Assistant Engineer, has now resigned from his position owing to the differences among the members of the Board of Directors of the Company. At present, there are no Chinese engineers in the Company's employ, with the exception of Tsoi Kwong, the Engineer-in-Chief.

THE BOUNDARIES OF MACAO.

In connection with the Macao delimitation question, H.E. Viceroy Chang Jen Chun has now issued a proclamation informing the public that H.E. Ko Yu Hin has been appointed by the Imperial Government Special Commissioner to conduct negotiations with the Portuguese Government on the Macao boundary question. The Commissioner has now arrived at Canton. Pending the arrival of the Portuguese Commissioners, the negotiations will be proceeded with without delay. The Canton gentry are greatly interested in the matter and it is generally hoped that the question will be amicably settled. It is now learnt that the residents of Macao have also recently held meetings in this connection, who, it is believed, will do everything possible in co-operation with the Commissioners of the two nations to bring the matter to a satisfactory conclusion. It is therefore urged that the people remain quiet for the result, and not create any disturbances during the progress of the negotiations. They are further requested not to incite the public feeling.

OFFICIAL AMENDMENT.

H.E. Viceroy Chang Jen will receive the American Consul at Canton to-morrow at 11 a.m.

DELIBERATIVE COUNCIL.

Yesterday, work was commenced for the construction of the building for the proposed Canton Deliberative Council, outside the East Gate, close to the mint.

WEST RIVER PATROL.

On the 2nd instant, Admiral Li, Chuan left home on board a shallow-draft cruiser, the *West River* to make an inspection of the waterways.

AN OFFICIAL'S BLUNDER.

A sentence of six months' detention in the custody of the Namhoi magistrate has been passed on Chan Seng Ngam, of the Imperial Chinese Telegraph Administration, for committing an error in the translation of an official telegraphic message.

CORRESPONDENCE.

We do not necessarily endorse the opinions expressed by Correspondents in this column.

MACAO'S AWAKENING.

To THE EDITOR OF THE "HONGKONG TELEGRAPH".

SIR,—Macao has been so much under the limelight of public attention of late a fact emphasized by your illuminating article last evening—that I take it as my excuse for trespassing upon the courtesy of your columns to enlighten your readers on the utter helplessness of the administration to ameliorate the condition of public affairs in Macao. The local authorities have been so often blamed for the sins of omission, on the part of the Colonial Ministry in Lisbon, that in justice to the executives of Macao, a word should be said in season in their defence. And no time is more opportune than the present when the well-disposed British Press devotes so much space in friendly criticism of the doings in the Portuguese Colony.

Accustomed as we are from our very childhood to the admirable system that makes for the success of British colonization, it is difficult to conceive that another European colony should be situated so near to ourselves and yet so far in the ways that govern it. The keynote in the success of one's polis is the very ruin of the other when varying conditions are applied to each.

The Imperial legislation that was adopted to the needs of Hongkong in its earliest infancy at once gave way to the system of Crown Colony government with its own Legislative Council and the advisory board to the head of the administration known as the Executive Council. What is so admirable in the British system is that the officials, with the aid and experience of the unofficial members, can at a moment's notice frame any Ordinance to suit local requirements and as soon alter, amend, or revoke any legislative enactment calling for prompt modification. Again, the Legislative Council holds the purse-strings of the Colony, and its revenue and expenditure are regulated by that body. This latter privilege is an important one, and when applied in comparison to the system obtaining in Macao shows under what disadvantage the latter is labouring against its formidable British rival as a port of trade. Whereas in this Colony all its surplus revenue, after paying for the machinery of its administration, is devoted towards public improvements, roads and communications, and reproductive works, Macao's coffers are entirely at the whim and mercy of the Lisbon Government who, from time to time, cause huge drains to be made for the benefit of the impoverished province of Timor. Not that Timor lacks the latent resources to enable it to be a self-supporting Colony, but by reason of culpable neglect by the Mother Country its immense and valuable petroleum deposits are allowed to remain unproductive, and the fertility of its soil is made to yield nothing commercially profitable. The consequence is that, neglected and uncared for, the salaries of its underpaid officials are allowed to lapse into arrears, its police and its garrison maintained

to be the lively example for the short-sighted people in Lisbon to govern Macao as Hongkong is governed. Instead of which they persist in the errors of their way, resulting in Macao declining in trade and political importance from day to day.

Another vital matter that should merit the consideration of the Government is the chaotic condition of Macao's Land Registry. Unless the transfer and transmission of landed estate can be effectively and rapidly effected few would care to lay out money in Macao properties. In this connection I may mention the exorbitant charge of ten per cent. on the purchasing price of the property as assignment fees when compared to the one per cent. charged in Hongkong.

I join issue with you in the belief that the new port of Heungchow will threaten the commercial existence of Macao. Heungchow lacks the natural physical requirements to make it a port. The scheme for converting it into a trading centre has originated in the desire to make small fortunes rapidly; those who might have sunk their capital in the hope of seeing in Heungchow a second Hongkong, are doomed to disappointment. The visit to Heungchow on the inaugural day did not impress me with a sense of the importance with which its promoters seek to invest it. Macao has not so much to fear danger from without; that is to say, the avarice, indifference and culpable neglect which have been responsible for its present decadent condition. Yours, etc.,

A WELL-WISHER,

Hongkong, 4th May.

SHANGHAI RACES.

Following are the results of the remaining events at yesterday's meeting which had not been received up to the time of going to press:

4.—THE RACE CLUB CUP. Two miles. For China ponies.

Marbles 1
Sagittarius 2
Palmer Tree 3
Time: 2 mins. 10 3/4 secs.

5.—THE GRAND STAND STAKES. One mile and a quarter. For China ponies, being *bond-fid* griffins at date of entry.

China 1
Mozzobob 2
Platypus 3
Time: 2 mins. 37 1/5 secs.

6.—THE SICCAWEE CUP. One mile and a quarter. For China ponies.

Gemini 1
Brockton 2
Suite 3
Time: 2 mins. 37 1/5 secs.

7.—THE PEKING STAKES. One mile. For subscription griffins of this meeting.

Yeoman 1
Homestead 2
Brumby 3
Time: 2 mins. 4 4/5 secs.

8.—THE SHANGHAI STAKES. One mile and a half. For China ponies.

Moriak 1
Colin Rose 2
Bokol 3
Time: 3 mins. 9 4/5 secs.

9.—THE PRING CUP. One mile. For China ponies that have started at this meeting and never won a race.

Hurry-up 1
Medfield 2
Pianola 3
Time: 2 mins. 4 4/5 secs.

10.—THE CURRY STAKES. Seven furlongs. For China ponies, being *bond-fid* griffins at date of entry.

Fabulus 1
Seafarer 2
Loadstone 3
Time: 1 min. 45 3/5 secs.

THIRD DIV.'S RESULTS.

To-day's results up to the time of going to press are as follows:

1.—THE GREAT NORTHERN PLATE. Seven furlongs. For China ponies that have not at this meeting.

Brockton 1
Peiho 2
Ravenhoe 3
Time: 1 min. 25 2/5.

2.—THE RUMICON PLATE. One mile and a quarter. For China ponies, being *bond-fid* griffins at date of entry.

Russley 1
Fabulus 2
King Cole 3
Time: 2 min. 28 4/5.

Telegrams.**"HONGKONG TELEGRAPH"**

SERVICE.

TANG SHAO-YI.

RETURN TO PEKING.

[By courtesy of the "Sheung Po".]

Peking, 4th May.

H.E. Tang Shao-yi is expected back in Peking about the 6th inst.

TURKEY.

PRINCE REGENTS' INTEREST.

[By courtesy of the "Sheung Po".]

Peking, 4th May.

The Prince Regent takes keen interest in the recent affairs in Turkey and has telegraphed to the Chinese Ministers in London and Paris for full particulars of the revolt.

VICEROY HSU SHIH-CHANG.

DEPARTURE FOR PEKING.

[By courtesy of the "Sheung Po".]

Peking, 4th May.

H.E. Hsu Shih-chang, Viceroy of the Three Eastern Provinces, was to leave for Peking yesterday.

THE IMPERIAL FUNERAL.

ARRIVAL OF THE CORTEGE AT THE MAUSOLEUM.

[By courtesy of the "Sheung Po".]

Peking, 4th May.

It took three days for the late Emperor's coffin to arrive at the site of the Imperial Mausoleum.

The Empress Dowager left by special train on the 2nd inst. for the Mausoleum to attend the burial ceremony.

MACAO BOUNDARY QUESTION.

AN INCORRECT REPORT.

[By courtesy of the "Sheung Po".]

Peking, 4th May.

H.E. Ko Yu-him, Special Commissioner for the delimitation of Macao, reports that he has proceeded to Macao, and that the Portuguese Commissioner, General Machado, has arrived at Macao.

[The report of General Machado's arrival at Macao is incorrect.—Ed. H.K.T.]

MARINE MONSTER.

SKETCH AND SQUARE VIEW OF A SEA SERPENT.

The sea serpent usually sulks on the bed of the ocean until midsummer, but recently a survival of prehistoric times rose to the surface. It was in Far Eastern waters, and the monster is described by a Liverpool captain.

In a letter home he states: "I enclose a sketch of a huge sea monster that I passed whilst on a voyage from Hongkong to Japan. This is no imagination, as I passed it within 50 yards and had a fair and square good look at it with my glass."

The captain and the chief mate were on the bridge when "all at once the chief officer said to me, 'Good heavens, sir, just look at that monster!' and there I beheld the great sea monster that I enclose you the sketch of. It's no fable, but the fair and square truth. I saw it, the chief officer saw it, and the quarter-master and the second steward, who had just come on the bridge to speak to me."

The captain continues: "I have been sailing the China Seas for the last thirteen or fourteen years, but I never saw anything like this huge sea monster before. The length of the monster would be 50ft, and from the top of its back to the water would be 17ft. or 18ft. high. It was of great bulk. The body was light brown colour, and it had a horny back. Its tail and head, which were massive, were slate-coloured."

The sketch is an excellent impression, but it is a pity there was not a camera on the bridge at the time of the "serpent's" appearance.—Morning Leader.

SHIPPING AND MAIIS.

MAILS DUE

Indian (Swatang) 8th inst.

Indian (Latsang) 11th inst.

Canadian (Empress of India) 14th inst.

Indian (Katsang) 19th inst.

The T. K. K. S. *Tenyo Maru* arrived at San Francisco on 3rd inst.The C. N. K. S. *Taming* left Manila on 4th inst., and is expected here on 7th inst.The Swatang S. S. *Peking* left Shanghai yesterday, and may be expected here on 8th inst.The H. A. L. S. *Liberia* left Shanghai on 3rd inst. p.m., and may be expected here on 7th inst. a.m.The H. A. L. S. *Santamala* left Singapore on 4th inst. a.m., and may be expected here on 10th inst.The T. K. K. S. *Chrys. Maru* sailed from Yokohama on 8th inst., and is due to arrive at this port on 15th inst. at noon.The L. C. N. Co.'s *Kairan* left Colombo for the port of the Straits on 3rd inst., and may be expected here on 10th inst.**THE HIPPODROME.**

The Hippodrome Circus and Menagerie are well maintaining their reputation, which they have so deservedly earned since their visit to the Colony, for high-class entertainment and solid fun. There was a goodly house present last night who took the opportunity of availing themselves of the change of programme, which had been announced by the management. Several fresh turns have been introduced since Monday night, and it is no exaggeration to say that to a visitor to the Hippodrome, there is no such thing as a dull moment. The statue horse "Ben Azed," introduced by Miss Zeile, was a distinct novelty, whereby a number of well-known historical incidents were faithfully represented solely by means of single horse. Among the nine pictures shown, "Napoleon before Moscow" is deserving of special mention. The Mysore Brothers were in excellent form in their acrobatic feats, and provided a number of fresh performances to those hitherto seen. Moqueja, the Indian gymnast, in his triple horizontal bar performance, was wonderfully agile in his work, and elicited loud applause. The clowns provided the comic element, their clever witfulness being interspersed with several difficult acts. The other turns are too numerous to mention in detail, but were all excellent in their way.

The Hippodrome has already established itself in public favour, and it will be through no fault of its own if anybody misses the grand show.

WIRELESS TELEGRAPHY IN SHANGHAI.

An enterprise is the misception of success, the Palace Hotel should have a magnificent future before it. Before it was completed it housed an International Commission in which worldwide interest was taken. Since then a wireless installation has been put in and yesterday it was put into commission. The masts and wires on the roof of the building are the only indication from the exterior that wireless messages can be transmitted and received on the premises. The transmitting and receiving appliances are in a small chamber in the N.E. corner of the ground floor, and it was here that the writer was privileged to witness practical demonstration of wireless telegraphy.

THE APPARATUS AT WORK.

The apparatus, which is supplied by the East Asiatic Wireless Telegraph Co., is wonderfully compact, though to the amateur it has that latent mystery, which all electrical instruments seem to possess. For whilst an expert may talk glibly of sparks, high-tension currents, induction coils and electrolytic detectors, a casual observer is content to estimate the value of the apparatus by what he sees and hears without any attempt to dissect it piece-meal. It all looks very simple when it is at work. The operator, with a pair of telephone receivers strapped over his ears sits in front of a small table on which are some three or four small instruments. He is asked, say, to call up H. M. Astraea. There is a tap-tap on the Morse key of the transmitting apparatus, and simultaneously a series of rasping sounds, accompanied by bright violet sparks which come from the box containing the spark gap. But those gentle taps are passing current at a pressure of 100,000 volts and high up, on the roof Herzenian waves are carrying signals far and wide until they reach their destination. Even simpler does the receiving of messages appear. By throwing over a switch the transmitting apparatus is put out of action and the way is clear for messages to come from outside. The operator merely listens through the telephone receivers mentioned above, and if a station within range is "talking" he hears the message by Morse code in a series of long- or short buzzes. Perhaps it is a signal prefaced by the repetition of the letters "T G," in which case he is an eavesdropper; or an interchange of messages between Woosung and Tsinling. For purposes of demonstration the Astraea was called up and asked to oblige with a "song." This the handy men did immediately and for two minutes repeated a signal consisting of three dots and dash for the benefit of the writer.

DETAILS OF THE SYSTEM.

The apparatus consists of two distinct parts, the receiver and the transmitter. The current for the latter is taken from the Municipal main, and by passage through an induction coil is raised to a pressure of 100,000 volts. The high tension current then passes into the spark gap, and the same time charges a battery of 14 Leyden jars. The moment the spark takes place waves are produced in the aerial wire. Together with the aerial wires an earth connection is worked for the radiation of electric waves. Coils for regulating the strength of the current complete the transmitting apparatus.

The receiving apparatus, which is all on a small table, is connected with the aerial wires. Passing through coils and condensers the electric waves received from other stations are transformed into electricity in local electric circuits, and by an electrolytic detector are passed to the telephone receivers. The coils and condensers on the table enable the operator to "tune" his apparatus so that it will only receive waves of a certain length, and by this means interference from a third station can be avoided. Local batteries direct the current through the right way.

THE SAFETY OF HIGH PRESSURE.

After exploring the apparatus Mr. S. L. L. of the East Asiatic Wireless Telegraph Co. Ltd., obligingly showed the writer that there was nothing to fear from the high current employed. Taking a key in one hand and touching a terminal with it, he placed his other hand on another terminal and allowed 100,000 volts to pass through his body without turning a hair.

Lord Kelvin was once demonstrating, to a class, man's immunity to high tension currents, and when he was about to put the theory into practice by allowing a current similar to this, to pass through his body, a voice from the lecture room implored him to try it first on a dog. The writer was able to sympathise with this suggestion, and was not possessed by any ambition to say that he had survived the passage of a current of 100,000 volts through his body.

The East Asiatic Wireless Telegraph Co. has, up to the present, supplied thirty installations to the Chinese Government. They appear to be the property of the Palace Hotel, which stands to keep operations continually employed in relays to transmit and receive wireless messages.

To-day's Advertisement.

NORDDEUTSCHER LLOYD, BREMEN
IMPERIAL GERMAN MAIL LINE
FOR SHANGHAI, NAGASAKI, HIOGO
AND YOKOHAMA.

THE Imperial German Mail Steamship

"PRINZ EITEL FRIEDRICH,"
Captain E. Malchow, will leave for the above places TO-MORROW (THURSDAY), the 8th instant, at 5 A.M.

For further Particulars, apply to
NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
General Agents,
Hongkong, 5th May, 1909.

SECRET HISTORY OF TURKISH CRISIS.

FALL OF KAMIL AND WHAT LED TO IT.

An important narrative of the inner history of the fall of Kamil Pasha, the first Premier of Turkey under the new Constitution, has been drawn up by the Committee of Union and Progress, and issued by the Balkan Committee in London.

The statement (which is dated Constantinople, 24 Feb.) asserts, that Kamil Pasha wished to send away the battalions of chasseurs which had been brought to protect the new régime, and it was precisely because the Minister of War refused to execute his orders that he was dismissed.

He dismissed at the same time the Minister of the Navy to please the Sultan, who could not habitate himself to the sight of the crusaders anchored in front of the palace. "What is particularly suspicious and anti-constitutional in this cavalier fashion of removing the two Ministers, in whose hands rests the national defense, is that Kamil Pasha made this change brusquely, without consulting any of his other colleagues, which put the other Ministers under the necessity of separating themselves from him.

FORMER SPY AS MINISTER.

"To have the navy in his hands, he made Minister of the Navy a former spy, Husni Pasha. The presence of such a man at the head of the navy would not naturally inspire confidence with the public. As to the new War Minister, Nasim Pasha, his reputation was above suspicion." But what guarantee had we that Kamil Pasha would not again use tomorrow the same anti-constitutional procedure to get rid of him, once the system of arbitrary dismissal was established?

"Kamil, not content with removing Riza Pasha, Minister of War, appointed him to the post of High Commissioner in Egypt, a post which he had proclaimed in the official journal to be useless. It was a veritable exile; the old system was completely restored. Kamil, to defend himself, told some journalists that these Ministers had themselves asked to retire, and that Riza Pasha had even thanked him for his new appointment.

A PRETENDED PLOT.

"But having received a telegram, and simultaneously a series of rasping sounds, accompanied by bright violet sparks which come from the box containing the spark gap. But those gentle taps are passing current at a pressure of 100,000 volts and high up, on the roof Herzenian waves are carrying signals far and wide until they reach their destination. Even simpler does the receiving of messages appear. By throwing over a switch the transmitting apparatus is put out of action and the way is clear for messages to come from outside. The operator merely listens through the telephone receivers mentioned above, and if a station within range is "talking" he hears the message by Morse code in a series of long- or short buzzes. Perhaps it is a signal prefaced by the repetition of the letters "T G," in which case he is an eavesdropper; or an interchange of messages between Woosung and Tsinling. For purposes of demonstration the Astraea was called up and asked to oblige with a "song." This the handy men did immediately and for two minutes repeated a signal consisting of three dots and dash for the benefit of the writer.

A CRITICAL SITUATION.

"But the fakers were extinguished in time. Kamil was allowed no time to use his two-edged weapon. On the day of the inquiry he was obliged to reassure the public by an official notice, which appeared during the day as a supplement, that the plot was absolutely without foundation. He forgot that in affirming this he was contradicting himself."

The Young Turks go on to say that "if the Constitution were followed, to the letter, Kamil would have the power to dissolve the Chamber. How could so disastrous an eventuality be permitted for a country where the Parliamentary system has not yet had time to take firm root?"

"The Chamber has acted in a legal, just, and politic manner, and has rendered the greatest service to the country, as the future will reveal."

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:

On the 5th at 12.20 p.m. The barometer has fallen considerably over E. Japan and N. China, and slightly elsewhere.

A depression appears to be passing Eastwards to the North of Hokkaido, and pressure is low also over N. China.

Gradually a slight general, and light variable winds may be expected in the Formosa Channel and the N. part of the China Sea, accompanied by fog over the former area.

Hongkong Raffiaff for the 24 hours ending at 10 a.m. to-day, 200 inches.

FORECAST.

1.—Hongkong and Neighbourhood, Variable winds, light fair.

2.—Formosa Channel, Variable winds, light foggy.

3.—South coast of China, South China Sea and Lombok, strong N.W. winds.

4.—South coast of China, Taiwan, Hongkong and Macao, strong N.W. winds.

5.—Macau, strong N.W. winds.

6.—N.W. China, strong N.W. winds.

7.—North China, strong N.W. winds.

8.—Korea, strong N.W. winds.

9.—Japan, strong N.W. winds.

10.—Russia, strong N.W. winds.

11.—Siberia, strong N.W. winds.

12.—Mongolia, strong N.W. winds.

13.—Inner Mongolia, strong N.W. winds.

14.—North China, strong N.W. winds.

15.—Korea, strong N.W. winds.

16.—Japan, strong N.W. winds.

17.—Russia, strong N.W. winds.

18.—Siberia, strong N.W. winds.

19.—Inner Mongolia, strong N.W. winds.

20.—Korea, strong N.W. winds.

21.—Japan, strong N.W. winds.

22.—Russia, strong N.W. winds.

23.—Siberia, strong N.W. winds.

24.—Inner Mongolia, strong N.W. winds.

25.—Korea, strong N.W. winds.

26.—Japan, strong N.W. winds.

27.—Russia, strong N.W. winds.

28.—Siberia, strong N.W. winds.

29.—Inner Mongolia, strong N.W. winds.

30.—Korea, strong N.W. winds.

31.—Japan, strong N.W. winds.

32.—Russia, strong N.W. winds.

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO'S
Royal Mail Steamship Line.

"EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Island Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS : OOKOHAMA to VANCOUVER. 12 DAYS HONGKONG to VANCOUVER. SAVING 5 to 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong, St. John and Quebec.

(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong,

"EMPERESS OF CHINA"

SATURDAY, MAY 8TH.

"MONTEAGLE"

TUESDAY, MAY 11TH.

"EMPERESS OF INDIA"

SATURDAY, MAY 22ND.

"EMPERESS OF JAPAN"

SATURDAY, JUNE 12TH.

"Empress" Steamers will depart from Hongkong at 6 p.m.

"Monteagle" 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, speed 20 Knots, and are regarded as second to none on the Atlantic.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG to LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Bath in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line) 7.10.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG to LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 4.5.

Via New York 4.5.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to

W. W. GUADOURK, General Traffic Agent,

Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION).

FOR STEAMSHIP On
SHANGHAI CHOVSANG* FRIDAY, 7th May, Noon.
SANDAKAN MAUSANG* FRIDAY, 7th May, Noon.
MANILA VUENSANG* FRIDAY, 7th May, 4 P.M.
MANILA LOONGSANG* FRIDAY, 14th May, 4 P.M.
KOBE AMARA SATURDAY, 15th May, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE, KUTSANG* WEDDAY, 16th May, Noon,
& MOJI
SGAPORE, PENANG & CALCUTTA, NAMSANG* FRIDAY, 21st May, 3 P.M.

RETURN TOURS TO JAPAN (Occurring 24 Days).

The steamers "Kutsang," "Namsang" and "Koosang" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Island Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan. Passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawau, Usukan, Jossoton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., General Managers.

Hongkong, 3rd May, 1909.

[6]

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR STEAMERS To SAIL
SHANGHAI OHNEHUA 6th May, 4 P.M.
AMOY, MANILA, CEBU & ILIOILO KAIFONG 7th " " Daylight.
TIEN TSIN BUIHOW 9th " " Daylight.
SHANGHAI OHENAN 9th " " " "
NINGPO & SHANGHAI HANYANG 9th " " " "
MANILA TAMING 11th " 3 P.M.
MANILA, ZAMBOANGA and USUAL YINGCHOW 13th " 4 P.M.
AUSTRALIAN PORTS TAIYUAN 14th " "
SHANGHAI AFRUI 16th " Daylight.
TEAN 18th " 3 P.M.
Reduced Saloon Fares, single and return, to Manila and Australian Ports.
DIRECT SAILING TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANU".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Asahi, Chenan, Linan, Chinhuai,) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transhipment at Woosung.

Fares including wines:—single \$40, return \$70.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36, CAUKKOU, 5th May, 1909.

[8]

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cabin—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Date.
ZAFIRO	2540	R. Rodger	MANILA	MONDAY, 10th May, at Noon.
RUBI	2540	R. W. Almond		SATURDAY, 15th May, at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.
GENERAL MANAGERS.

Hongkong, 5th May, 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, ETC., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. HONGKONG MARU 6,000 tons gross. SAIL 1st June, 1909, at Noon.
S.S. MANSHU MARU 5,000 " 1st July, 1909, at Noon.
S.S. AMERICA MARU 6,250 " 30th Aug., 1909, at Noon.
S.S. HONGKONG MARU 6,000 " 10th Oct., 1909, at Noon.
S.S. MANSHU MARU 5,000 " 10th Dec., 1909, at Noon.

For particulars, apply to

K. MATSDA,
Manager.

TOYO KISEN KAISHA, York Building.

[13]

SHIRE LINE OF STEAMERS, LIMITED.

FOR SOUTHAMPTON, LONDON AND ANTWERP.

THE Steamship

"MONMOUTHSHIRE"

Captain G. S. Warner, R.N.R., will be despatched on or about 8th May.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 13th April, 1909.

[13]

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"POLYNESIEN"

Captain Broc, will be despatched for the above Ports on or about MONDAY, the 10th inst.

For Freight or Passage, apply to

P. DE CHAMPION, Agent.

Hongkong, 3rd May, 1909.

[19]

CHARGEURS REUNIS (FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

"AMIRAL EXELMANS"

10,000 tons, Captain X, will be despatched for SAN FRANCISCO and other above destinations on or about the 1st of May.

For further particulars apply to

MESSEGERIES MARITIMES, Agents at Hongkong.

Hongkong, 14th April, 1909.

[18]

THE BANK LINE, LIMITED.

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., SEATTLE & TACOMA VIA MOJI, KOBE AND YOKOHAMA.

STEAMERS

TONS CAPTAIN SAILING DATE

Sovereign 6,332 Shatto 3rd June

[19]

These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 24th April, 1909.

[14]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" ... Capt. H. W. WALKER.

"KWONG SAU" ... Capt. K. S. GROVE.

Leave Hongkong for Canton at 9 every evening, (Sunday excepted).

Leaves Canton for Hongkong at 5.30 every evening, (Sunday excepted).

Messrs. A. S. Watson & Co., Ltd., write as follows:

"We have pleasure in stating that Mr. Li KWONG LOONG furnished the Annex to our Dictionary and gave us every satisfaction."

(SD.) A. S. WATSON & CO., 25th May, 1891.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 4th August, 1909.

[14]

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1909, the rates of Subscription to the Hongkong Telegraph (daily and weekly issues) will be as follows:

DAILY—\$56 per annum.

WEEKLY—\$13 per annum.

The rates per quarter and per month are proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Post subscribers can have their copies delivered at their residences without any extra charge.

On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 10 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

PAVABLE IN ADVANCE.

There will be no rebate to Missionary Subscribers as heretofore.

By Order,

THE MANAGER,

Hongkong Telegraph Co. Ltd.

Hongkong, 2nd December, 1908.

[14]

COMMERCIAL.

TO-DAY'S EXCHANGE.
Selling.

London—Bank T.T.	1/0
Do. demand	1/0 15/16
Do. 4 months' sight	1/0 10/16
France—Bank T.T.	2/0
America—Bank T.T.	4/4
Germany—Bank T.T.	1/0 8/8
India T.T.	1/0 13/17
Do. demand	1/0 17/17
Shanghai—Bank T.T.	7/4
Singapore—Bank T.T. per H.K. \$100	7/8
Japan—Bank T.T.	8/0
Java—Bank T.T.	10/9
<i>Rupee.</i>	
<i>Shipping Reports.</i>	
St. <i>Halyang</i> , from Swatow.—Light breeze, overcast and hazy with occasional banks of fog.	
St. <i>Choyang</i> , from Shanghai via Swatow.—Moderate to fresh N.Ely winds and moderate haze to Swatow, light unsteady winds, calms and a little fog between Swatow and Hongkong.	
VEESELS IN PORT.	
<i>STAMMERS.</i>	
Astabilo, Br. s.s., 2,27, G. Harding, 3rd May, —San Francisco and Shanghai 10th April, Bulk Oil.—S.O. Co.	
Boniron, Fr. s.s., 907, Le Ball, 1st May, —Saigon 27th April, Rice.—Man Fat.	
Ceylon Maru, Jap. s.s., 3,142, F. L. Pyne, and May.—Shanghai 30th April, Flour, Cakes, Coal and Gen.—N. Y. K.	
China Am. s.s., 3,186, D. E. Fricke, 1st May, —San Francisco and April, Honolulu gen., Yokohama 21st, Kobe 23rd, Nagasaki 25th and Shanghai 28th, Mails and Gen.—P. M. S. Co.	
Deniball Hall, Br. s.s., 3,211, MacPherson, 21st April.—New York 20th Feb., and Juban 20th Mar., Case Oil.—R. Archibald, E.M.R.—Vancouver 2nd April, C. P. R. Co.	
Empress of China, Br. s.s., 3,046, R. Archibald, E.M.R.—Vancouver 2nd April, R. Archibald, E.M.R.—Shanghai 11th Mar., Gen.—C. M. S. Co.	
Prince Eitel Friedrich, Ger. s.s., 5,001, E. Malchow, 3rd May.—Hamburg 25th Mar., and Singapore 30th April, Mails and Gen.—C. M. S. Co.	
Korana, Br. s.s., 2,207, J. H. Beare, 5th May, —New York via Singapore 11th Mar., Gen.—S. T. & Co.	
Hanoi, Fr. s.s., 747, J. Pannier, 5th May, —Haiphong via Pakhoi and Kwong-chowwan 4th May, Coal and Gen.—A. R. M.	
Daiji Maru, Jap. s.s., 847, H. Moriyama, 5th May.—Tamsui and May, Gen.—O. S. K.	
Tjiboud, Dut. s.s., 2,293, P. Zwart, 4th May, —Macassar 26th April, Sugar and Gen.—J. C. J. L.	
Haiyang, Br. s.s., 1,362, A. E. Hodgins, 5th May.—Swatow 4th May, Gen.—D. L. & Co.	
Chihshun, Br. s.s., 2,350, A. Harris, 5th May, —Canton 4th May, Gen.—B. & S.	
Paoing, Br. s.s., 1,217, Scott, 5th May, —Canton 4th May, Gen.—B. & S.	
Manila, Jap. s.s., 1,202, Masuda, 5th May.—Kuoching 30th April, Coal.—M. & Co.	
Mausau, Br. s.s., 1,044, G. S. Weigall, 26th April.—Sandakan 20th April, Timber and Gen.—J. & Co.	
Minneola, Am. s.s., 13,323, Chas. Austin, 24th April.—Seattle via Port 20th Mar., and Manila 2nd April, Gen.—N. Y. K.	
Montego, Br. s.s., 3,913, S. Robinson, 3rd May.—Vancouver 6th April, and Shanghai 10th, Mails and Gen.—C. P. R. Co.	
Montrose, Br. s.s., 2,883, G. Glegg, 3rd May, —Hongkong 1st May, Coal.—D. & Co., Ltd.	
Moyer Maru, Jap. s.s., 2,700, J. C. Richards, 27th April.—Bombay and Singapore 20th April, Gen.—N. Y. K.	
Paklat, Ger. s.s., 1,018, J. Wenzel, 26th April.—Bangkok 1st April, Rice and Gen.—B. & S.	
Providence, Nor. s.s., 693, Petersen, 4th May, —Saigon 30th April, Rice.—Aagaard, Thoresen & Co.	
Sado Maru, Jap. s.s., 6,227, Geo. Anderson, 4th May.—London and Singapore 28th April, Gen.—N. Y. K.	
Shantung Br. s.s., 1,835, Robinson, 24th April, —Hongkong 21st April, Coal.—B. & S.	
Thuringia, Br. s.s., 1,930, Baines, 9th April, —Langkat and Singapore 1st April, Case Oil.—Mr. Geo. McBain.	
Taiyuan, Br. s.s., 1,159, L. Dawson, 25th April, —Melbourne and Ports 27th Mar., Gen.—B. & S.	
Wakamatsu Maru, Jap. s.s., 2,878, U. Aikawa, 4th May.—Wakamatsu 26th April, Coal.—M. B. K.	
Y. Sonius, Am. s.s., 58, Garwuh, 13th April, —from Manila, Sugar—Yuen Sheng & Co.	
Yuenong, Br. s.s., 1,128, P. H. Rolfe, 3rd May.—Manila 1st May, Gen.—J. M. & Co.	
Zafiro, Br. s.s., 1,619, R. Rodger, 3rd May, —Manila 1st May, Hemp and Tobacco—S. T. & Co.	

Shipping.

Arrivals:

Choyang, Br. s.s., 1,424, A. E. Sandbach, 4th May.—Shanghai via Swatow 29th April, Gen.—J. M. & Co.
Palermo, Br. s.s., 7,600, J. Ferguson, 4th May, —Manila 2nd May, Iron Rolls.—P. & O. S. N. Co.
Aoghin, Ger. s.s., 1,001, C. Kümpel, 4th May, —Bankok 27th April, Gen.—B. & S.
Kwangtung, Ch. s.s., 1,536, Wm. H. Lunt, 4th May.—Shanghai 1st May, Gen.—C. M. S. N. Co.
Prince Eitel Friedrich, Ger. s.s., 5,001, E. Malchow, 3rd May.—Hamburg 25th Mar., and Singapore 30th April, Mails and Gen.—C. M. S. Co.
Korana, Br. s.s., 2,207, J. H. Beare, 5th May, —New York via Singapore 11th Mar., Gen.—S. T. & Co.
Hanoi, Fr. s.s., 747, J. Pannier, 5th May, —Haiphong via Pakhoi and Kwong-chowwan 4th May, Coal and Gen.—A. R. M.
Daiji Maru, Jap. s.s., 847, H. Moriyama, 5th May.—Tamsui and May, Gen.—O. S. K.
Tjiboud, Dut. s.s., 2,293, P. Zwart, 4th May, —Macassar 26th April, Sugar and Gen.—J. C. J. L.
Haiyang, Br. s.s., 1,362, A. E. Hodgins, 5th May.—Swatow 4th May, Gen.—D. L. & Co.
Chihshun, Br. s.s., 2,350, A. Harris, 5th May, —Canton 4th May, Gen.—B. & S.
Paoing, Br. s.s., 1,217, Scott, 5th May, —Canton 4th May, Gen.—B. & S.
Manila, Jap. s.s., 1,202, Masuda, 5th May.—Kuoching 30th April, Coal.—M. & Co.
Mausau, Br. s.s., 1,044, G. S. Weigall, 26th April.—Sandakan 20th April, Timber and Gen.—J. & Co.
Minneola, Am. s.s., 13,323, Chas. Austin, 24th April.—Seattle via Port 20th Mar., and Manila 2nd April, Gen.—N. Y. K.
Montego, Br. s.s., 3,913, S. Robinson, 3rd May.—Vancouver 6th April, and Shanghai 10th, Mails and Gen.—C. P. R. Co.
Montrose, Br. s.s., 2,883, G. Glegg, 3rd May, —Hongkong 1st May, Coal.—D. & Co., Ltd.
Moyer Maru, Jap. s.s., 2,700, J. C. Richards, 27th April.—Bombay and Singapore 20th April, Gen.—N. Y. K.
Paklat, Ger. s.s., 1,018, J. Wenzel, 26th April.—Bangkok 1st April, Rice and Gen.—B. & S.
Providence, Nor. s.s., 693, Petersen, 4th May, —Saigon 30th April, Rice.—Aagaard, Thoresen & Co.
Sado Maru, Jap. s.s., 6,227, Geo. Anderson, 4th May.—London and Singapore 28th April, Gen.—N. Y. K.
Shantung Br. s.s., 1,835, Robinson, 24th April, —Hongkong 21st April, Coal.—B. & S.
Thuringia, Br. s.s., 1,930, Baines, 9th April, —Langkat and Singapore 1st April, Case Oil.—Mr. Geo. McBain.
Taiyuan, Br. s.s., 1,159, L. Dawson, 25th April, —Melbourne and Ports 27th Mar., Gen.—B. & S.
Wakamatsu Maru, Jap. s.s., 2,878, U. Aikawa, 4th May.—Wakamatsu 26th April, Coal.—M. B. K.
Y. Sonius, Am. s.s., 58, Garwuh, 13th April, —from Manila, Sugar—Yuen Sheng & Co.
Yuenong, Br. s.s., 1,128, P. H. Rolfe, 3rd May.—Manila 1st May, Gen.—J. M. & Co.
Zafiro, Br. s.s., 1,619, R. Rodger, 3rd May, —Manila 1st May, Hemp and Tobacco—S. T. & Co.

Clearances at the Harbour Office.

Prins Eitel Friedrich, for Shanghai.

Bilow, for Singapore.

Chunlong, for Wutu.

Sado Maru, for Kobe.

Devawongse, for Bangkok.

Hongkong, for Hoibow.

Bangkok, for Bangkok.

Hatum, for Swatow.

Kwangler, for Shanghai.

Palermo, for Wusung.

Borneo, for Kudat.

Thaiku, for Shanghai.

Amigo, for Manila.

Departures:

May 5.
Miyakai Maru, for Colombo.
Kamor, for Haiphong.
Devawongse, for Bangkok.
Thaiku, for Shanghai.
Luchow, for Iloilo.
Hatum, for Swatow.
Quinta, for Canton.
Kwangler, for Canton.
Choyang, for Canton.
Nubla, for Singapore.
Ascania, for Tsingtau.
Borneo, for Sandakan.
Hongkong, for Haiphong.
Chunlong, for Haiphong.
Bangkok, for Bangkok.
Kwangler, for Shanghai.
Amigo, for Manila.

Passengers arrived.

Per Daiki Maru, from Tamsui—Mr. Gatenstein.

Per Halyang, from Swatow—Mrs. Lanzenman, Messrs. Daniels, Thomas, and 115 Chinese.

Per Prince Eitel Friedrich, from Hamburg, &c.—Mr. and Mrs. A. B. Crew, Mrs. S. E. Seymour, Mr. Mrs. and Miss MacHaffie, Messrs. Xavier, Reid, Th. A. Wibol, A. J. Dylistro, N. Griffin, W. E. Goolsby, G. H. Croce, Louis Brownlow, J. Wallace, S. C. Wong, A. J. Hackmann, Misses Ballard, Barber, H. Engeler, Capt. N. Ipland, Mr. Ing. H. J. J. Siebert, Mrs. Owaka, Messrs. E. L. Bennett, Siebert, Duffner, Larsen, A. Gatherer, G. Thyne, D. G. Nicoll and Thompson.

Per Chien, from Shanghai—Messrs. Sast, Harley, Mr. and Mrs. Bell, Mr. and Mrs. Clederling, Mr. and Mrs. Nichols, Miss Wellard, and 20 Chinese.

Passenger departed.

Per Siberia, for Shanghai, &c.—Mr. Lenz, Dr. J. M. Atkinson, Messrs. E. A. Ram, Geo. Hume, P. Duranier, Mr. and Mrs. W. H. Brown, Mrs. J. Brown, Mrs. J. Brown, Mrs. N. O. Schumacher, Mr. and Mrs. Carmichael, Mr. and Mrs. Wm. J. Crittenden and maid, Mr. J. R. Boyd, Misses Kelsie King, Hay, Messrs. Bilderbrand, R. C. Hurley, Col. and Mrs. W. B. Rowle, Misses Knapp, Mr. and Mrs. Stacey, Mr. A. C. Hynes, Mr. and Mrs. C. E. Boller, Messrs. S. Kirkwood, F. White, E. B. Davis, M. S. Augustus, J. W. Miller, W. H. Groscamp, Mrs. P. W. Griffith, Mrs. M. Hardy, Mr. and Mrs. R. Sterrett, Capt. and Mrs. R. K. Stoddard and family, Messrs. G. L. Blair, G. L. Blair, G. E. Goode, L. H. Chee, O. T. Sam, S. Donnegan, Mr. and Mrs. P. S. Leong and native servant, Messrs. Vernon, H. H. Ching and native servant, W. T. Hin, W. D. Bush, O. F. Orell, Chas. P. Kellos, O. Yue, C. T. Choi, R. J. Webster, E. R. Compton, D. J. Cobb, Col. J. W. Wilson, Mr. and Mrs. F. J. Hewlett, C. S. Dunham, W. W. Geppert, M. Long, W. V. Robinson and Lin.

Per Miyako Maru, for London, &c.—Mr. Sumerville, Mrs. Hollingsworth and child, Mr. and Mrs. C. C. Clark and 2 children, Mrs. J. S. Scott, Miss Shaw, Mrs. Ryan, Mr. and Mrs. R. Young and 3 children, Mr. A. C. Shaw, Mr. and Mrs. A. E. Pearson and child, Mr. and Mrs. D. M. Clarke and 3 children, Mrs. A. Graham, Master R. Graham, Misses A. Graham and 2 children, Miss Ford, Mrs. T. F. Palmer, and 2 children, Miss Ford, Mrs. T.

Steamers Expected.			
Vessel	From	Agents	Date
Suisang	Singapore	J. M. & Co	May 6
Numantia	Singapore	C. & Co.	May 6
Tsimahi	Moj	J. C. J. L.	May 6
Aldeham	Manila	G. L. & Co.	May 7
Taming	Manila	B. & S.	May 7
Liberia	Shanghai	H. A. L.	May 7
Glencairn	Shanghai	H. A. L.	May 7
Manila	Manila	P. M. & Co.	May 8
Poona	Singapore	P. M. & Co.	May 8
Peking	Shanghai	M. & Co.	May 8
Totomi Maru	Moj	N. Y. K.	May 8
Changsha	Sydney	B. & S.	May 9
Yeboku Maru	Singapore	N. Y. K.	May 10
Polynesia	Singapore	M. M.	May 10
Nikko Maru	Thursday Island	N. Y. K.	May 10
Senegambia	Singapore	C. & Co.	May 11
Laishing	Calcutta	J. M. & Co.	May 12
Emp. of India	Vancouver	C. P. R. Co.	May 12
Chiyo Maru	Japan	T. K. K.	May 12
Kutang	Calcutta	J. M. & Co.	May 19

HONGKONG.			
Vessel	From	Agents	Date

SHARE QUOTATIONS.

Supplied by Messrs. E. S. Kadoorie & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE	PAID UP.	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$25	\$25	{ \$1,500,000 \$14,500,000 \$350,000}	\$2,006,334	{ Final of £2 and bonus of 5/- for 1908 @ ex 1/8—\$26,034	5 1/2 %	\$245 sales, London \$89.10
National Bank of China, Limited	99,025	£7	£6	{ £4,000 \$150,000}	\$10,225	£8 (London 3/6) for 1903	...	\$51
Ganton Insurance Office, Limited	10,000	\$250	\$30	{ \$1,500,000 \$233,757 \$411,900}	none	\$14 for 1907	7 1/2 %	\$188 buyers
North China Insurance Company, Limited	30,000	£15	£5	{ Tls. 150,000 Tls. 309,747 Tls. 115,377	Tls. 160,512	Final of 7/6 making 15/- for 1907	5 1/2 %	Tls. 105
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	{ \$1,000,000 \$191,918 \$105,149 \$68,609}	\$2,464.94	{ Final of \$17 making \$17 for 1907 and interim of \$30 for 1908	6 %	\$815 buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	{ \$1,000,000 \$199,04	\$70,637	\$12 and bonus \$3 for 1907	7 1/2 %	\$135 sales
FIRE INSURANCES.								
China Fire Insurance Company, Limited	10,000	\$100	\$20	{ \$1,000,000 \$238,661	\$275,341	\$6 and bonus \$1 for 1907	7 1/2 %	\$106 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,438,773	\$368,711	\$27 for 1907	8 1/2 %	\$340 sellers
SHIPPING.								
China and Manilla Steamship Company, Limited	30,000	\$25	\$25	{ \$7,000 \$264,038 \$399,007	\$1,035	\$1 for 1906	...	\$1 1/2 sellers, \$36 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$150,000 \$607,500	Nil.	2/- for year ending 30.6.1908	7 %	\$304 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	Tls. 50	Tls. 50	{ \$79,421 \$15,344 \$10,000 \$240,000}	\$20,279	Final of 1/2 making \$3 for 1908	8 1/2 %	\$304 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	{ £13,755	£13,755	6/- for 1907 on Preference shares only @ ex 1/9.11/10 = \$1,154	4 %	\$51 \$19
Do. (Deferred)	60,000	£5	£5	Final of Tls. 1/2 making Tls. 31 for 1908	7 %	Tls. 51 sales
Shanghai Tug and Lighter Company, Limited (Preference)	200,000	Tls. 50	Tls. 50	{ Tls. 75,000 \$750,000 \$2,000,000	Tls. 14,510	Second interim of 1/- for a/c 1908	7 %	Tls. 51 sales
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	{ £6,817	...	\$1.00 for year ending to 4.1908	4 %	\$15 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$10	{ \$5 \$5	\$98	(\$0.50) for year ending to 4.1908	3 1/2 %	\$15
Taku-Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{ Tls. 48,479 Tls. 44,103 Tls. 8,000 Tls. 7,000}	Tls. 2,815	Final of Tls. 1/2 making Tls. 31 for 1908	11 %	Tls. 45 sales
REFINERIES.								
Chili Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$150,000 \$56,848}	Dr. \$5,858	\$5 for year ending 31.12.08	3 1/2 %	\$137
Luton Sugar Refining Company, Limited	7,000	\$100	\$100	{ none	Dr. \$135,811	\$3 for 1897	...	\$16
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000}	Tls. 4,173	Tls. 31 for year ending 31.8.08	...	115. 132
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £175,000 £12,829}	£11,550	Interim of 1/6 (coupon No. 12) for year ending 29.2.09	7 %	Tls. 171 ex div.
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	{ £12,829	Dr. £2,191	No. 12 of 1/-=48 cents	...	\$8
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$12,916	Dr. \$7,481	\$1.75 for year ending 31.12.08	...	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	{ \$150,000 \$36,806 \$40,000	\$10,101	Final of \$1/2 making \$3 for 1907	...	\$55 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$17,191 \$200,000	\$5,37,098	Final of \$4 making \$8 for 1908	10 %	\$79 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000	Tls. 33,743	Interim of Tls. 2/- for 6 months ending 31st October, 1908	6 %	Tls. 87 buyers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	{ Tls. 667,257 Tls. 50,000 Tls. 185,000}	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	6 %	Tls. 168 sellers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 85,000 \$10,000	Tls. 4,134	Tls. 6 for year ending 20.2.09	6 %	Tls. 101 buyers
Astor House Hotel Company, Limited (Shanghai)	30,000	\$55	\$25	{ \$1,000 \$10,000	Dr. 4,230	\$2/- for year ending 30.6.07	...	\$108 sales
Central Stores, Limited	50,000	\$25	\$25	{ \$10,000 \$100,000	\$24,611	\$1.20 on old and 60 cents on first new issue	...	\$181 buyers
Hongkong Hotel Company, Limited	8,000	\$50	\$25	{ \$10,000 \$10,000 \$25,000	\$268,975	Final of \$3 making \$5 for 1908	7 1/2 %	\$27 ex c.m.f.
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$10	\$10	{ \$20,000 \$211,172 \$35,000	\$16,475	Final of \$3 1/2 making \$7 for 1903	7 %	\$124 buyers
Humphry Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$10,000 \$211,172 \$35,000	\$5,486	60 cents for 1908	6 1/2 %	\$9 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ none	\$278	\$1/- for 1918	5 %	\$30
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,125,053 Tls. 31,000 none}	Tls. 142,404	Final of Tls. 3 and bonus of Tls. 2 making Tls. 8 for 1908	7 %	Tls. 118 buyers
West Point Building Company, Limited	12,500	\$50	\$50	{ Tls. 31,172	\$1,968	Final of \$2 making \$4 for 1908	9 %	\$44 buyers
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 45,939	Tls. 8,820	Tls. 5 for year ended 31.10.1908	4 1/2 %	Tls. 123 buyers
Hung Kong Cotton Spinning, Weaving and Dyeing Company, Limited	15,000	\$10	\$10	{ \$20,000	\$9,553	50 cents for year ending 31.7.08	6 %	\$81 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 175,000	Tls. 8,372	Tls. 6 for year ending 30.9.05 (8%)	...	Tls. 91 buyers
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none	Tls. 4,820	Tls. 4 for 1908	...	Tls. 111 buyers
Soo Choo Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 31,172	Tls. 15,911	Tls. 50 for 1906	...	Tls. 410 sellers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ £1,500 \$10,000	£6,68	1/10 per share for 1907=1.037	10 %	\$101 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	{ \$10,000 \$10,000	Nil.	\$1.20 or 1908	10 %	\$108 buyers
China Light and Power Company, Limited	50,000	\$10	\$10	{ \$10,000 \$10,000	\$1,138	50 cents for year ended 28.2.06	5 %	\$51 buyers
Do. Do. special shares	50,000	\$12	\$12	{ none	\$2,407	80 cents for 1908	8 1/2 %	\$91 sellers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	{ \$10,000 \$10,000	\$48	\$1.30 for year ending 31.7.08	7 %	\$17 sellers
Dairy Farm Company, Limited	40,000	£7/6	36	{ \$10,000 \$10,000	\$3,751	Final of 50 cents making 50 cents for 1908	10 1/2 %	\$8,800 sellers
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$10,000 \$10,000	\$2,521	75 cents for 9 months ending 31.12.07	8 %	\$12 buyers
H. Price & Company, Limited	12,000	\$10	\$10	{ \$10,000 \$10,000	\$2,166	\$2 for year ending 28.2.08	8 1/2 %	\$124 buyers
Hall & Holtz, Limited	22,000	\$20	\$20	{ \$10,000 \$10,000	\$1,193	\$1/- and bonus 20 cts. for year ending 29.2.09	6 1/2 %	\$155 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ none	\$1,193	\$1/- and bonus 20 cts. for year ending 29.2.09	6 1/2 %	\$24
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$10,000 \$10,000	\$7,616	Final of \$1 per share making \$1 for 1908	12 1/2 %	Tls. 1,065 b.
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	{ \$10,000 \$10,000	\$8,000	Final of \$1 per share making \$1 for 1908	12 1/2 %	\$14
Maatschappij tot Mijns, Bosch en Landbouwexploitatie in Langkat, Limited	25,000	Ge. 100	Ge. 100	{ Tls. 247,150 Tls. 63,743	\$7,472	1st Quarterly div. of Tls. 1/2 for account 1909	6 %	\$2
Peak Tramways Company, Limited	25,000	\$10	\$10	{ none	\$1,472	80 cents on fully paid shares and 6 cents on 1st paid shares for year ending 30.4.08	4 1/2 %	\$8